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Pillows**

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you should see; they will cap-
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repairing and upholstering you
don't know what old furniture
looks like after it has passed
through our hands.**J. Hopp & Co.**The Leading
Furniture Dealers.

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**Before You
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easy terms.**Independence
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**For This Week Only
CROSS AND BLACKWELL'S
Pickles and
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FOR THIS WEEK ONLY,

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Regular Price, 40c.

ORDER NOW, WHILE THE STOCK
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Gold and Silversmiths**FINE WATCH REPAIRING, EN-
GRAVING and DIAMOND SETTING.
All Goods and Work Guaranteed.
HOTEL STREET.**NEWS OF THE WATERFRONT****Aztec Comes and
Goes In a
Day.****Measles on Kilpatrick.
People Booked for
'Frisco.**

AT AN early hour yesterday morn-
ing the United States Army
transport Aztec arrived in port
and found a berth at the Irmgard
wharf. She had 200 mules and 270
horses on board. She did not behave in
the usual way animal transports act
when they come here. According to the
example set by many vessels of her
class, she should have remained in this
harbor for at least a week, allowing her
animals to come ashore to stretch legs
and have a good rest before resuming
their journey.

Instead of remaining here for a few
days and taking on a large quantity of
coal while the stock kicked up their
heels in the government corral, how-
ever, the Aztec chose to treat Honolulu
with more or less indifference. She
came and went in the light of one day.
This is more, even, than the passen-
ger steamships sometimes do.

Sunrise saw her standing off port
ready to be passed by the doctor and
come into the harbor to take on a hun-
dred tons of coal and sunset saw her
poking her nose out of the channel,
bound for the Philippines.

The hundreds of mules and horses
aboard had just had the chance to get
a whiff of fragrant pastures when the
steamer made her departure.

The Aztec occupied nine days in com-
ing down from San Francisco. The
trip lacked in events of any particular
importance, and took place under the
best of meteorological conditions, fine
weather being enjoyed all the way.
Only three horses and one mule were
given over to the deep during the voy-
age. The small loss of life among the
stock was due to the good attention
given them by the people in charge and
the pleasant weather.

It is hard to see just what the Aztec
stopped at this port for at all. She
only took a hundred tons of coal and it
seems that she might have managed
without that. The action, while an en-
tirely new departure for animal trans-
ports, is in line with the recommenda-
tion of Captain Slaker, the former depot
quartermaster at this port, who notified
the quartermaster's department that he
did not deem it a necessity to land the
animals at this place for the sake of a
few days' rest; that the animals were
able to complete the journey to the
Philippines, in almost every case, with-
out any such visit ashore.

Lieutenant A. C. Nielson is the quar-
termaster in charge of the Aztec. He
did not see any necessity of landing the
horses and mules here and thought it
advisable to resume the journey to Ma-
nila yesterday evening. The animals,
all of them, were a fine looking lot. The
majority of them were brought from
Nevada. They are in charge of Dr. W.
E. McBain, of Toledo, Ohio. He is as-
sisted by Dr. W. E. Chase.

Besides forty-four teamsters in charge
of the stock there are several passen-
gers aboard the transport.

Latest Shipbuilding Returns.

The latest monthly report of ship-
building returns received by Collector
Stackable from the Treasury Depart-
ment, shows 94 vessels of 44,230 gross
tons built in the United States and offi-
cially numbered during the month of
March, of the present year.

Of this number 45 were wooden sail-
ing vessels, totaling 7,558 gross tons;
35 were wooden steam vessels, totaling
1,441 gross tons; 2 were steel sailing
vessels, totaling 30,943 gross tons.

Of the wooden sailing vessels, 40
were for the Atlantic and Gulf trade,
totaling 7,147 gross tons; 4 were for
the Pacific trade, totaling 774 gross
tons, and 1 was for the western rivers,
of 37 gross tons.

Of the wooden steam vessels, 19 were
for the Atlantic and Gulf trade, total-
ing 912 gross tons; 10 were for the Pa-
cific trade, totaling 293 gross tons; 3
were for the Great Lakes, totaling 108
gross tons, and 3 were for western
rivers, totaling 128 gross tons.

Of the steel sailing vessels, the two
were for the Great Lakes and totaled
as above.

Of the steel steam vessels, 3 were
for the Atlantic and Gulf trade, total-
ing 1,539 gross tons, and 2 were for
the Great Lakes, totaling 29,404 gross
tons.

The gross tonnage, therefore, was as
follows: For the Atlantic and Gulf
trade, 62 vessels of all kinds of 9,583
gross tons; for the Pacific trade, 14
vessels of 1,067 gross tons; for the
Great Lakes, 14 vessels of 33,400 gross
tons; and for the Western rivers, 11
vessels of 165 gross tons.

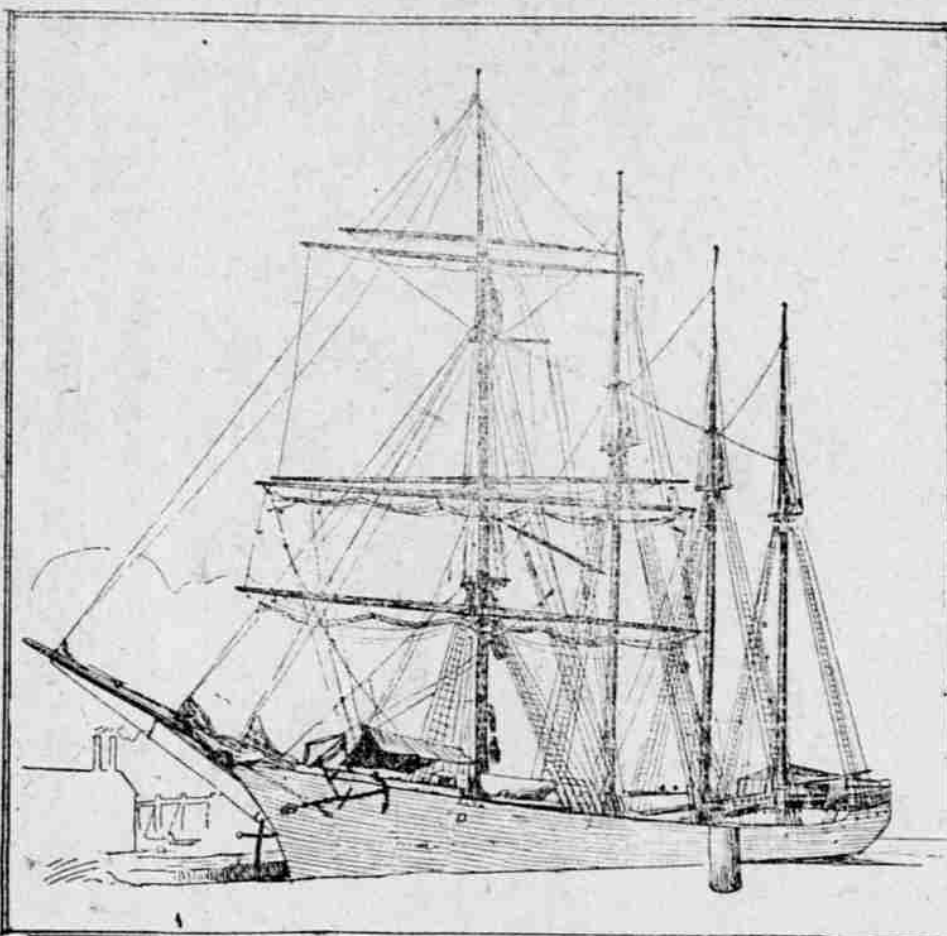
The largest steel steam vessels in-
cluded in these figures are: The John J.
Albright, 4,805 tons, built at Cleve-
land, Ohio, and owned by the Ameri-
can Shipbuilding Company; the Wal-
ter Scranton, 4,803 tons, built and own-
ed as above; the J. T. Hutchinson, 3,-
734 tons, built and owned as above;
the Neptune, 3,717 tons, built at Lor-
rain, Ohio, and owned as above; the
Saturn, 3,717 tons, built and owned as
preceding; the Northeastern, 2,157
tons, built at Chicago and owned by the
Northeastern Steamship Company and
built at Chicago and owned by the
Northeastern Company; the Northern
the Northwestern and the Northwestern,
all of 2,157 tons.

The foregoing figures do not include
craft without motive power of their
own. From other sources than con-
struction one vessel of 2,675 tons was
added to the merchant fleet, being the
Enterprise, officially numbered by Act
of Congress on the 23d of February last.

A Case of Measles.

A signal was shown on board the
transport Kilpatrick, lying in quaran-
tine outside of the harbor, yesterday
afternoon, and waterfronters thought
that another case of smallpox had
been discovered aboard the vessel. The
quarantine officer went out to the
transport to find out the nature of
the trouble, which turned out to be
nothing more serious than a case of
measles.

There are at present fourteen cases
of measles and mumps and three cases



of smallpox on quarantine island. All
patients are reported as doing well.

Hong Kong Maru Departs.

At noon yesterday the Toyo Kisen
Kaisha Hongkong Maru, Captain Fil-
mer, sailed from the Pacific Mail
wharf for the Orient. A large number
of Orientals left on the steamship, 221
Japanese and 17 Chinese having en-
gaged passage. There were also sev-
eral people from this port going in the
cabin, and a large crowd was on hand
to bid their friends farewell in the
usual hearty Honolulu manner.

The departing ones were as follows:
J. Braubach, L. G. Cartton, G. F. Fry,
Mr. and Mrs. C. Givernand, L. Giv-
ernand, Miss A. Kelly, E. G. Newcomb,
Mr. and Mrs. C. C. Nichols, L. Platte,
Mr. and Mrs. A. Stead, Dr. A. J. Far-
hillon, C. Mentzel.

Mariposa Sails Today.

The Oceanic steamship Mariposa,
Captain Rennie, sails from the Oceanic
wharf for San Francisco this after-
noon at 2 o'clock.

There will be the usual large and
half-happy, half-sad crowd on hand to
shower leis and wish aloha to those
about to leave. The Territorial Band,
under the direction of Kappelmeyer
Berger, will be there, too, and sweet
music will serve to keep the tender
speeches of parting from the ears of
third parties.

Many have booked for the Coast on
the Mariposa, whether they will all
go remains to be seen. It is generally
the custom in this city for people in-
tending to go to the Coast to book
some time in advance of their prospec-
tive departure, that they may be sure
of securing berths. They are apt to
change their mind at the last moment,
and stay over in Honolulu until
some future steamer. Sometimes per-
sons even book on two steamships, un-
certain until the last minute, almost,
which they will take. The following
list, therefore, are the names of those
who have booked; the list of those who
have not cannot be obtained until
the vessel is ready for sea, just
before she sails. The following have
booked:

J. Moore and wife, Mr. Buemann,
Mr. Johnson, S. A. Monsarrat, Mrs.
Campbell, two children; Mrs. A. Reich-
ard, Miss C. L. Smith, J. R. Wilson
and wife, Mrs. H. E. Cook, Miss Grace
Cook, Miss Edna Gunn, Mrs. Heviland,
Mrs. W. M. Kincaid and child, Mrs.
C. A. Graham and two children,
Miss Clara Cummins, Miss Esther
Cummins, Mrs. C. J. Fishel and two
daughters, Miss Mary Alexander, Miss
K. Graydon, F. J. Hart and wife, Miss
L. Eager, Mrs. Carnes, E. E. McKen-
zie, E. S. Van Slyke, Charles Sutton,
E. J. Benjamin, G. F. Fanning, John
M. Bright, Mrs. C. S. Barnez, Miss Al-
ice Campbell, W. R. Douglass and
wife, Mrs. Hyde and daughter, Mrs.
W. J. Smith, Mr. and Mrs. Otto
Isenberg, two children and servant;
Miss A. Campbell and nurse, Mrs. J. A.
Campbell and two children, Marion
Vallette, Mrs. E. Batley, L. G. Neville,
John Waterhouse, C. H. Ramsey, Thos.
Hughes and wife, Miss M. Preston,
Mrs. J. A. Smith, H. D. Ward, W.
A. Schenk, F. J. Owens, Mrs. C. Crad-
dock, Miss Ethel Craddock, Mr. and
Mrs. Faye, Miss Lindsay and five
children, G. H. Hind, Dr. Carmichael,
D. W. Stevens, A. S. Armulb, Miss B.
I. Dennison and two Dennison children,
W. Morris, G. L. Dennison, H. Tallin,
Mrs. J. A. Smith, Mr. and Mrs. Otto
Isenberg and two children; J. F. Penell
and son, W. A. Johnston, J. A. Buch,
E. H. Austin and two children, W. R.
Whitley, W. H. Warfield, C. H. Big-
low and wife, G. W. Reichard and wife,
A. McNally, A. L. Young, H. H.
Stromberger, W. D. Hodge, Dr. C. A.
Glover, V. Haskell, T. Schneider, Wal-
ter Adams, F. H. Messen, J. F. Hum-
burg.

Kinau Sails for Hilo.

At noon yesterday Wilder's steamer
Kinau, Captain Freeman, sailed from
Wilder's wharf for Hilo and way ports.
The following is a list of those who
took passage on the boat:

Frank Poor, wife and two children,
E. E. Paxton, C. M. White, C. B. Hale
and wife, D. A. Fox, W. G. Hyman,
Max Gildemeister, C. Weatherwax and
assistant, Edwin S. Gill, S. E. Chang,
R. C. Lane, Dr. Edwin Brunell, W.
F. Drake, Mr. McCabe, Miss B. B.
Taylor, V. Van Hing, Ng Chan, J. Sul-
livan, G. Hammer, Harold J. McKay,
F. M. Hatch, R. L. Beckwith, Mrs. J.
L. Richardson, Miss I. Richardson, T.
F. Dredge, Henry Eickhoff, J. C. B.
Hebbard, Mrs. A. N. Wachs, A. Ahrens
and boy, Miss E. D. Gregg, Miss E. P.
Chamberlain, Manase Makekau, C. A.
Brunn, C. G. Spencer; for Lahaina, A.
Weill, H. Howell, F. H. Reed, A. Ma-
kekau, J. L. Wilson, D. H. Makekau,
T. Murata; for Mahukona, Mrs. C.
Chung Hoon, Miss Gladys Akina, M.
E. Bush, A. A. Brayner; for Kawai-
hae, J. B. Richard, Mrs. Wastoby,
Miss Kempsey, Charles Nottley, L.
Ah Chew, Young Fan, H. Akana; for
Kihai, M. Iwamoto; for Maalaea, C.
L. Chan, W. J. Lowrie, Mrs. W. J.
Lowrie, Miss Clara Lowrie, W. J.
Lowrie, Jr.; for Kauakakai, A. W.
Carter, E. H. Wodehouse.

Coal From England.

In the course of a few months Hon-
olulu will have the unusual experience
of receiving a large cargo of coal direct
from England.

The British bark Kinross, now in
England, has been purchased by Alex-
ander & Baldwin, of San Francisco and
Honolulu. The bark will load coal at
Cardiff for this port, sailing hence to
Puget Sound.

Quarantine Improvements.

An increase in the accommodations
on quarantine island is contemplated

as soon as the present patients have
vacated the premises. The present fa-
cilities for housing others than Asiatic
cases are very poor, and it has been de-
cided to so enlarge and improve the
accommodations that over a hundred
whites will be able to live there in
comfort during a period of quaran-
tine.

Shipping Notes.

The Mariposa sails for the Coast at
2 p. m. today.

The Nippon Maru is expected from
the Orient tomorrow evening.

The Sierra is due here from the Colo-
nias on Tuesday next.

Steamship China will arrive here on
Wednesday next from San Francisco.

On Tuesday next the Ventura is due
here from the Coast.

Ship Falls of Clyde sailed from San
Francisco for Hilo on the 7th instant.

Captain Matson is her commander.
Schooner Philippine sailed for this
port from Port Ludlow on the 7th in-
stant.

Steamship America Maru arrived at
Yokohama on the 6th instant, from San
Francisco, via this port.

The Ventura was expected to arrive
at San Francisco on the 8th instant,
but did not make it.

Transport Ohio is expected here at
the end of the week.

Bark Annie Johnson, Captain Nelson,
arrived at San Francisco on April 8th,
eighteen days from Hilo.

Bark C. D. Bryant, Captain Colly,
arrived at San Francisco on April 6,
nineteen days from Honolulu.

Bark Consuelo, Captain Page, arrived
at San Francisco on the 6th instant,
seventeen days from Mahukona.

Barkentine S. N. Castle, Captain Nit-
son, arrived at San Francisco on April
6, twenty days from Hilo.

On the 6th instant the schooner Ottilie
Fjord, Captain Bosch, arrived at
San Francisco, twenty-four days from
Kahului.

Thirty-one days from Hilo, the
schooner Jennie Wand, Captain Wal-
dock, arrived at San Francisco on the
6th instant.

Bark E. P. Rithet, Captain McPhail,
sailed from San Francisco on the 6th
instant from Honolulu.

The British ship Carnedd Llewellyn,
which was in this port some time ago,
going hence to Tacoma, has arrived
from that port at Liverpool.

The famous schooner Twilight has
been sold again. C. L. Leonard has
handed her over to Henry Macfarlane
at a handsome profit. It has not yet
been decided in what run she will be
placed.

The bark Olympic will be ready to
get away for the Coast at the end of
the week.

Barkentine Encore, schooner Wam-
mano, and the bark Antiope will clear
for the Sound in ballast some time this
week.

Tourists and visitors should not fail
to take a ride on the Pacific Heights
Electric Railway. Unsurpassed view
of ocean, mountain and valley, and the
stretched-out city. Round trip, 10c.

**TO THOSE ON THE
OTHER ISLANDS.****"ARABIC"**

Will cool Iron Roofs 15 degrees, pre-
vent rust, preserve the iron, and where
the water is used from the roof it is
improved, as there is no taste of the
iron. "Arabic" can be put on the inside
and outside of Iron Water Tanks, mak-
ing the water cool and pure. "Arabic"
cannot be used on Wood or Paint.

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sessions.**Ship Chandlery!**

A COMPLETE LINE OF

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& CO.

Galvanized wire hoisting rope,
chute landing cables and
steam plough cables.TUBBS CORDAGE COMPANY,
HARTMAN'S RATJEN'S

Paint for iron ships.

WOOLSEY'S AND TARR
AND WOLSON'S copper
paint for wooden vessels.BOSTON & LOCKPORT
BLOCK CO. pulley blocks.

WEHAVE in stock a few NEW PHÆTONS
GIES and WAGONS that are slightly
from transportation and shop worn.

To make room for new goods about to arrive
sell these at a great sacrifice.

No reasonable offer will be refused.

Call at once and take advantage of this oppor-
tunity to get a good carriage at a very low price.

**Pacific Vehicle & Sup-
COMPANY**

BERETANIA ST., NEAR FORT.

IMPORTANT TO**Horsemen****Wilbur's White Rock Hoof Pack**

A natural rock that will absorb four times its weight of water,
a soft, yellow paste. It is cold and moist to the sole and frog of
replaces the natural moisture and penetrates into the foot, making
tough and healthy.

Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that need
ing. One pound lasts a horse sixteen days if fed according to directions.

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Wilbur's Horse Remedies**Manufacturing Harness**

Importers and Manufacturers of

Fine High Grade Harness

Large assortment on hand and made to order.

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LIMITED.****Fresh Meats and Fish by Every Steamer**

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Lamb and Pork.**

ALWAYS ON HAND.

ALSO POULTRY, SALMON AND HALIBUT.

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THE BOOTH, FISHMARKET, Telephone 379.

CENTRAL MARKET, Nuuanu Street, Telephone 164.

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BEST FIVE CENT****CIGAR**

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Better Than Ever

ON SALE AT Hawaiian Tobacco Co.'s Store